

SECTION 3

TRANSPORTATION AND CIRCULATION

STREETS AND HIGHWAYS

Goal 3.A: To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.

Policies

- 3.A1. The County shall plan, design, and regulate roadways in accordance with the functional classification system described in Part I of this Policy Document and reflected in the Circulation Plan Diagram.
- 3.A2. Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I of this Policy Document and, more specifically, in community plans and the County's Highway Deficiencies Report. Exceptions to these standards may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved by such exceptions.
- 3.A3. The County shall require that roadway rights-of way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations. Minimum right-of-way criteria for each class of roadway in the County are specified in Part I of this Policy Document (see page 29).
- 3.A4. On arterial roadways and thoroughfares, intersection spacing should be maximized. Driveway encroachments along collector and arterial roadways shall be minimized. Access control restrictions for each class of roadway in the County are specified in Part I of this Policy Document (see page 29).
- 3.A5. Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.
- 3.A6. The County shall require all new development to provide off-street parking, either on-site or in consolidated lots or structures.
- 3.A7. The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS).
 - LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".
 - LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".

The County may allow exceptions to these level of service standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

- 3.A8. The County's level of service standards for the State highway system shall be no worse than those adopted in the Placer County Congestion Management Program (CMP).
- 3.A9. The County shall work with neighboring jurisdictions to provide acceptable and compatible levels of service and joint funding on the roadways that may occur on the circulation network in the Cities and the unincorporated area.
- 3.A10. The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.
- 3.A11. The County shall plan and implement a complete road network to serve the needs of local traffic. This road network shall include roadways parallel to regional facilities so that the regional roadway system can function effectively and efficiently. Much of this network will be funded and/or constructed by new development.
- 3.A.12. The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.
- 3.A.13. The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.
- 3.A.14. The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made

when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

- 3.A.15. Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State Highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the County. Placer County shall participate with Caltrans and others to maintain adopted level of service (LOS) standards as follows:
 - a. For State Highways 49, 65, and 267 Placer County's participation shall be in proportion to traffic impacts from its locally-generated traffic.
 - b. The funding of capacity-increasing projects on I-80 shall utilize state and federal sources intended for the improvement of the regional and interstate system such as Flexible Congestion Relief (FCR). Placer County and local development shall not be required to participate financially in the upgrading of I-80 to provide additional capacity for through traffic.
 - c. Placer County assumes no responsibility for funding roadway improvements to the street system within other jurisdictions. Each local jurisdiction shall be responsible for improvements necessary to sustain adopted LOS standards within its jurisdiction limits. Placer County may negotiate participation agreements with other jurisdictions for transportation improvement projects that provide mutual benefit.
- 3.A.16. Placer County shall recommend that a ramp-metering program for the I-80 corridor between Auburn and the Sacramento County line be included in the next Regional Transportation Plan (RTP) prepared by the Placer County Transportation Commission (PCTC). This recommendation is dependent upon the following:
 - a. Such a program shall be implemented along the entire I-80 corridor - including interchanges within Sacramento County and the Cities within Placer County.
 - b. Such a program would be operated in a manner that does not create additional traffic congestion on the local road network.
 - c. Such a program shall compete for funding and priority with other County-recommended projects.
 - d. Such a program shall be shown to be cost-effective by future studies.

Implementation Programs

- 3.1. The County shall review and revise as necessary its roadway design standards to ensure consistency with Part I of this Policy Document. Such standards should include right-of-way dedication requirements for new development to accommodate long-range forecasted traffic volumes (beyond 2010).

Responsibility: Department of Public Works
 Time Frame: FY 94-95
 Funding: Road Fund

- 3.2. The County shall prepare and adopt a Capital Improvement Program (CIP) that includes transportation improvements designed to achieve adopted level of service standards based on a

horizon of at least 20 years. The CIP should be updated at least every 5 years, or concurrently with the approval of any significant modification of the land use allocation assumed in the Placer County travel model.

Responsibility: Department of Public Works
Board of Supervisors
Time Frame: FY 94-95; every five years thereafter
Funding: Road Fund
General Fund

- 3.3. The County shall prepare and adopt a traffic fee allocation process ordinance implementing traffic mitigation fees for the Capital Improvement Program. The fee structure may incorporate or replace existing local traffic fees.

Responsibility: Department of Public Works
Board of Supervisors
Time Frame: FY 94-95
Funding: Road Fund
General Fund

- 3.4. The County shall continue to identify and pursue appropriate new funding sources for transportation improvements.

Responsibility: County Executive Office
Department of Public Works
Time Frame: Ongoing
Funding: Road Fund
General Fund

- 3.5. The County shall coordinate its transportation planning with the Placer County Transportation Commission, Caltrans, cities within the County, and adjacent jurisdictions to develop a consistent methodology to determine the impacts of new development; the transportation system components necessary to mitigate those impacts; the capital, operating, and maintenance costs of the components; and the costs covered by established funding sources.

Responsibility: Department of Public Works
Time Frame: Ongoing
Funding: Road Fund
General Fund

- 3.6. Placer County shall work with the Placer County Transportation Commission, Caltrans, and other jurisdictions to review and monitor level of service standards in the Placer County Congestion Management Program and to update those standards as appropriate.

Responsibility: Department of Public Works
Time Frame: Ongoing
Funding: Road Fund
General Fund

TRANSIT

Goal 3.B: To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.

Policies

- 3.B.1. The County shall work with transit providers to plan and implement additional transit services within and to the County that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.
- 3.B.2. The County shall promote the provision of high quality transit service in the transit corridors designated in Figure I-7 in Part I of this Policy Document.
- 3.B.3. The County shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.
- 3.B.4. The County shall pursue all available sources of funding for transit services.
- 3.B.5. The County shall support and pursue the extension of light rail service to Roseville.
- 3.B.6. The County shall support and remain actively involved in expanding the Capital Corridor Service for the needs of commuters.
- 3.B.7. The County shall continue to explore development of other rail systems, such as Roseville to Marysville service, to serve Placer County residents, workers, and businesses.
- 3.B.8. The County shall undertake, as funding permits, and participate in studies of inter-regional recreational transit services, such as rail, to the Sierra.
- 3.B.9. The County shall require development of transit services by ski resorts and other recreational providers in the Sierra to meet existing and future recreational demand.
- 3.B.10. The County shall consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.
- 3.B.11. The County shall support efforts to provide demand-responsive service ("paratransit") and other transportation services for those unable to use conventional transit.
- 3.B.12. The County shall encourage the development of facilities for convenient transfers between different transportation systems. (e.g., train-to-bus, bus-to-bus)
- 3.B.13. The County shall designate transportation corridors that provide linkages with other regional transportation corridors, Light Rail Terminus Stations, and major transportation facilities.

Implementation Programs

- 3.7. The County shall work with the Placer County Transportation Commission in periodically reviewing and updating its short-range transit plan at least as often as required by State law.

Responsibility: Department of Public Works
 Time Frame: FY 94-95; every five years thereafter
 Funding: Transportation Development Act funds

- 3.8. The County shall work with the Placer County Transportation Commission in preparing, adopting, and implementing a long-range strategic transit master plan to develop and maintain a viable transit system for the County. The master plan should include planning for transit corridors. The plan should be reviewed and updated on a regular basis.

Responsibility: Department of Public Works
 Time Frame: FY 94-95
 Funding: Transportation Development Act funds

- 3.9. The County shall continue to participate in planning for and implementing improved passenger rail service to Placer County, including the proposed Auburn/Sacramento/Oakland/San Jose service.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Transportation Development Act funds

- 3.10. The County shall work with other agencies to identify transit corridors and to acquire abandoned rights-of-way and preserve right-of-way and tracks structures within transit corridors.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Grants
 Road Fund

- 3.11. The County shall work with Caltrans and other agencies to determine the need for additional or expanded park-and-ride lots and to identify additional sites for such lots.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Transportation Development Act funds
 Grants

- 3.12. The County shall assist transit planning agencies and transit providers in assessing transit demand and the adequacy of existing services.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Transportation Development Act funds

- 3.13. The County shall prepare and adopt land use and design standards for areas within designated transit corridors consistent with the policies and standards in this Policy Document. The County shall also develop design standards that can be applied in all urban/suburban areas to promote transit accessibility and use, and require the provisions of transit amenities as conditions of project approval.

Responsibility: Department of Public Works
Planning Department
Time Frame: After FY 97-98 (if initiated by County) or as part of specific plan process
Funding: General Fund

- 3.14. The County shall work with other agencies to identify and pursue funding for transit.

Responsibility: County Executive Office
Department of Public Works
Time Frame: Ongoing
Funding: Transportation Development Act funds

- 3.15. As appropriate, the County shall adopt resolutions in support of local, state, and federal legislation and funding for rail service.

Responsibility: Board of Supervisors
Time Frame: Ongoing
Funding: N/A

- 3.16. The County shall adopt and implement funding mechanisms to support adopted transit plans throughout the County. Such mechanisms may include service area fees and transit impact fees.

Responsibility: Department of Public Works
Time Frame: Ongoing
Funding: Transportation Development Act funds

- 3.17. The County shall participate in a multi-modal corridor study of the I-80 corridor that will explore improvements to passenger rail service and high occupancy vehicle (HOV) facilities to maximize the person-carrying capacity of the corridor.

Responsibility: Department of Public Works
Time Frame: Ongoing
Funding: Road Fund

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Goal 3.C: To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles; and 4) increase the energy-efficiency of the transportation system.

Policies

- 3.C.1. The County shall promote the use of transportation systems management (TSM) programs that divert automobile commute trips to transit, walking, and bicycling.
- 3.C.2. The County shall promote the use, by both the public and private sectors, of TSM programs that increase the average occupancy of vehicles.

- 3.C.3. The County shall work with other responsible agencies to develop other measures to reduce vehicular travel demand and meet air quality goals.
- 3.C.4. During the development review process, the County shall require that proposed projects meet adopted Trip Reduction Ordinance (TRO) requirements.

Implementation Programs

- 3.18. The County shall regularly monitor performance under its Trip Reduction Ordinance (TRO) and shall periodically review its TRO and revise it as necessary.

Responsibility: Department of Public Works
Board of Supervisors
Time Frame: Ongoing
Funding: Grants
Road Funds

- 3.19. The County shall work with Placer County cities and other agencies, such as Sacramento RIDESHARE and South Placer County Transportation Management Agency (TMA), in developing programs and facilities.

Responsibility: Department of Public Works
Board of Supervisors
Time Frame: Ongoing
Funding: Grants
Road Funds

NON-MOTORIZED TRANSPORTATION

Goal 3.D: To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

Policies

- 3.D.1. The County shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the County's major employment and housing areas and between its existing and planned bikeways.
- 3.D.2. The County shall work with neighboring jurisdictions to coordinate planning and development of the County's bikeways and multi-purpose trails with those of neighboring jurisdictions.
- 3.D.3. The County shall pursue all available sources of funding for the development and improvement of trails for non-motorized transportation (bikeways, pedestrian, and equestrian).
- 3.D.4. The County shall promote non-motorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.
- 3.D.5. The County shall continue to require developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate.

- 3.D.6. The County shall support the development of parking areas near access to hiking and equestrian trails.
- 3.D.7. The County shall, where appropriate, require new development to provide sheltered public transit stops, with turnouts.

[See also policies/programs under Goal 5.C., Recreational Trails]

Implementation Programs

- 3.20. The County shall review and revise its Bikeways/Trails Master Plan consistent with the General Plan.

Responsibility: Department of Public Works
 Time Frame: FY 94-95
 Funding: Grants
 Road Funds

- 3.21. The County shall require that bikeways recommended in the Bikeways/Trails Master Plan be developed when roadway projects are constructed and when street frontage improvements are required of new development.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Developer fees
 Road Fund
 Grants

- 3.22. The County shall continue to use state standards as guidelines for construction of bicycle lanes and bicycle trails.

Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: N/A

- 3.23. The County shall prepare and periodically update an easy-to-use bicycle route map and shall make it available to County residents and employees.

Responsibility: Department of Public Works
 Time Frame: FY 94-95
 Funding: Road Fund

- 3.24. The County should develop and adopt standards for bicycle, pedestrian, and equestrian facilities. These standards should vary by types of land use and terrain.

Responsibility: Department of Public Works
 Board of Supervisors
 Time Frame: FY 94-95
 Funding: General Fund

GOODS MOVEMENT

Goal 3.E: To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.

Policies

- 3.E.1. The County shall promote efficient inter-regional goods movement in the I-80 corridor.
- 3.E.2. The County shall encourage continued freight service on the Southern Pacific rail line.
- 3.E.3. The County shall plan for and maintain a roadway system that provides for efficient and safe movement of goods within Placer County.
- 3.E.4. The County should assist public and private agencies in integrating railroad freight services into regional transportation and economic development strategies.
- 3.E.5. The County shall support federal and state efforts to levy higher user charges for mitigating truck traffic impacts.
- 3.E.6. The County shall investigate and encourage the use of heavy rail for interurban transport of goods and materials in the I-80 corridor.
- 3.E.7. The County shall participate in regional coordination efforts to assure that land use and transportation plans are integrated with rail development plans.

Implementation Programs

- 3.25. The County shall develop and adopt transportation design standards that address truck traffic conflicts with transit, bicycles, and foot traffic.

 Responsibility: Department of Public Works
 Time Frame: FY 94-95
 Funding: Road Fund
- 3.26. The County shall participate in a multi-modal corridor study of the I-80 corridor to examine opportunities to reduce truck traffic and increase rail capacity.

 Responsibility: Department of Public Works
 Time Frame: Ongoing
 Funding: Grants

AIR TRANSPORTATION

Goal 3.F: To promote the maintenance and improvement of general and commercial aviation facilities within the parameters of compatible surrounding land uses.

Policies

- 3.F.1. The County shall support the continued use of the Auburn Municipal Airport, the Lincoln

Municipal Airport, and the Truckee-Tahoe Airport as general purpose airports.

3.F.2. The County shall work with the Airport Land Use Commission in the planning of land uses around the Auburn Municipal Airport, the Lincoln Municipal Airport, and the Truckee-Tahoe Airport to ensure protection of airport operations from urban encroachment.

3.F.3. The County shall support the continued use of the Blue Canyon Airport as an emergency airstrip.

Implementation Programs

3.27. The County shall provide the necessary maintenance of the Blue Canyon Airport to support its continued use for emergency operations.

Responsibility: Department of Public Works

Time Frame: Ongoing

Funding: State Grants